

The China Mail.

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號三十月十年三十八百八千一英

HONGKONG, TUESDAY, OCTOBER 23, 1888.

日三十月九年未癸

PRICE, \$24 PER ANNUM

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALDER, 11 & 12, Clement's Lane, Lombard Street; E. O. GEORGE, 20, Abchurch Lane; G. H. GOSWELL, 21, Abchurch Lane; H. H. GOSWELL, 21, Abchurch Lane; J. H. GOSWELL, 21, Abchurch Lane; K. H. GOSWELL, 21, Abchurch Lane; L. H. GOSWELL, 21, Abchurch Lane; M. H. GOSWELL, 21, Abchurch Lane; N. H. GOSWELL, 21, Abchurch Lane; O. H. GOSWELL, 21, Abchurch Lane; P. H. GOSWELL, 21, Abchurch Lane; Q. H. GOSWELL, 21, Abchurch Lane; R. H. GOSWELL, 21, Abchurch Lane; S. H. GOSWELL, 21, Abchurch Lane; T. H. GOSWELL, 21, Abchurch Lane; U. H. GOSWELL, 21, Abchurch Lane; V. H. GOSWELL, 21, Abchurch Lane; W. H. GOSWELL, 21, Abchurch Lane; X. H. GOSWELL, 21, Abchurch Lane; Y. H. GOSWELL, 21, Abchurch Lane; Z. H. GOSWELL, 21, Abchurch Lane.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL, \$5,000,000.
RESERVE FUND, \$2,500,000.
HONGKONG, October 23, 1888.

Intimations.

THE HONGKONG & SHANGHAI BANKING CORPORATION.
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HONGKONG, October 23, 1888.

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.
HONGKONG, October 23, 1888.

Intimations.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
HONGKONG, October 23, 1888.

Intimations.

HONGKONG RACES—1888.
HONGKONG, October 23, 1888.

Intimations.

THE HONGKONG & SHANGHAI BANKING CORPORATION.
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THE HONGKONG & SHANGHAI BANKING CORPORATION.
HONGKONG, October 23, 1888.

For Sale.

LANE, CRAWFORD & Co.
TO HAND PER "GLENOCLE."
PEARLS' ASSORTED BEST TOILET SOAPS.
PEARLS' PRICKLY HEAT SOAP.
CARBOLIC ACID.
CARBOLIC DISINFECTING POWER IN DREDGERS.
WINTER HOSIERY.
TAILORING GOODS IN THIS SEASON'S PATTERNS.
THE NEW CLIMAX UMBRELLAS, guaranteed to wear.
THE NEW TODDY KETTLES WITH LAMPS.
THE NEW COFFEE MACHINES.
THE DUPLEX TABLE LAMPS, latest designs.
ARTISTIC FENDERS AND FIRE IRONS.
LANE, CRAWFORD & Co.
HONGKONG, September 17, 1888.

SAYLE & Co.'s SHOW-ROOMS.
JUST RECEIVED EX "GLENELG" AND NOW SHOWING.
CHEAP TRIMMED MILLINERY in latest styles.
SPECIALITIES IN BEAVER, FELT, and STRAW HATS, and BONNETS in newest shapes.
FEATHERS, FLOWERS, MILLINERY, SILKS, VELVETS, SATINS, &c., &c., &c.
SAYLE & Co., VICTORIA EXCHANGE.
HONGKONG, October 8, 1888.

Intimations.

HONGKONG ICE COMPANY, LIMITED.
HONGKONG, October 23, 1888.

Intimations.

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c., &c., &c.
HONGKONG, September 15, 1888.

Intimations.

THE HONGKONG & SHANGHAI BANKING CORPORATION.
HONGKONG, October 23, 1888.

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HONGKONG, October 23, 1888.

Auctions.

PUBLIC AUCTION.
THE Underigned has received instructions to sell by Public Auction, on WEDNESDAY, the 24th October, 1888, at 3 p.m., at his Sales Rooms, Queen's Road, the YACHT "SUN FLOWER," Newly Coppered, and with full Complement of RACING SAILS, CHAIRS, ANCHORS, &c., &c.
TERMS OF SALE.—Cash, and the Yacht to be at the Purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG, Auctioneer.
HONGKONG, October 20, 1888.

For Sale.

C. L. THEVENIN, WINE AND SPIRIT MERCHANT, HONGKONG HOTEL BUILDING, HAS FOR SALE A Fine Assortment of WHITE and RED BURGUNDIES:—GRAND HERMITAGE, CHAMBERLAIN, POMMARD, RICHARDON, CHATELAIN, and Quarts, &c., &c.
OLD PORT, SHERRY, WHISKY, COGNAC, Assorted LIQUEURS and SYRUPS; PERFUMERY, &c., &c., &c.
HONGKONG, October 17, 1888.

For Sale.

FOR SALE CHEAP.
FIVE Hundred to Six Hundred Tons COKE and COAL TAR, in lots to suit, from one ton upwards.
CHOY CHEW, 230, Praya West.
HONGKONG, June 18, 1888.

For Sale.

JULES MUMM & Co.'s CHAMPAGNE, Quarts, &c., &c., &c.
GIBB, LIVINGSTON & Co.
HONGKONG, November 1, 1881.

Now on Sale.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, Dr. E. J. EITEL.
HONGKONG, 1877-1883.
Part I. A-K, &c., &c., &c. \$2.50
Part II. L-M, &c., &c., &c. \$2.50
Part III. N-P, &c., &c., &c. \$2.50
Part IV. Q-Z, &c., &c., &c. \$2.50
A Reduction of ten per cent. will be allowed to purchasers of ten or more copies.
This Standard Work on the Chinese Language, constructed on the basis of K'angxi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the Chinese dialect, it is also arranged according to the sounds of the Chinese dialect, and is a most useful and complete work for the student.
A Supplement, arranged for being bound and used by itself, and containing a List of the Radical, an Index, and a List of Surnames, will be published and sold separately.
LANE, CRAWFORD & Co.
HONGKONG, January 15, 1888.

Publications.

BY JOHN CHALMERS, M.A., LL.D., to be bought of LANE, CRAWFORD & Co. and KELLY & WALSH.
Structure of Chinese Characters, &c., &c., &c. \$4.00
Cantonese Dictionary, &c., &c., &c. 3.00
Concise K'angxi, half calf, &c., &c., &c. 5.00
Do, stitched, &c., &c., &c. 2.00
Tao-tek-king, &c., &c., &c. 2.00
The Question of Terms, &c., &c., &c. 1.50
Origin of the Chinese, &c., &c., &c. 1.00
The Rhythms of the Shi, &c., &c., &c. 1.00
LONDON MESSRS.
HONGKONG, May 16, 1883.

Publications.

RODERICK DHU WHISKY.
A Pure, Fine-Flavoured Blend, Equal in Bouquet and Style to the Finest FRENCH BRANDY.
Sole Agent, HONGKONG.
C. L. THEVENIN.
HONGKONG, October 19, 1883.

For Sale.

GOOD BORDEAUX CLARET in cases of 1 doz. Quarts at \$3.50.
WOLFE SCHIEDAM SCHNAPPS in cases of 12 Bottles at \$6.00.
Also, some PRIME HOLLAND Jenever in Stone bottles, and some POMERANIAN BOTTLES.
Double Barreled Breech Loading GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOT, &c., &c., &c.
J. F. SCHNEFFER, 21 and 23, Pottinger Street.
HONGKONG, August 19, 1883.

For Sale.

THE REPORT OF THE TRIAL of LOGAN AL CAYTON that has appeared in the China Mail is being printed in RAMPLET FORM, and will be on Sale on TO-MORROW MORNING. Price, 30 Cents.
HONGKONG, October 2, 1883.

Shipping.

FOR SHANGHAI.
The Steamship "Nippon," Captain R. Cass, will be despatched for the above Port on WEDNESDAY, the 24th Inst., at 4 p.m.
For Freight or Passage, apply to SIEMSEN & Co.
HONGKONG, October 22, 1888.

FOR SWATOW AND BANGKOK.
THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.
The Company's Steamship "Dunbar," Captain NEWTON, will be despatched for the above Ports on THURSDAY, the 25th Inst., at Noon.
For Freight or Passage, apply to YUEN FAT HONG, Agents.
HONGKONG, October 22, 1888.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
(Taking Cargo & Passengers at through rates for CHEFOO, TIEN-TSIN, NEW CHWANG, HANKOW and Ports on the YANGTSE.)
The Co.'s Steamship "Fookang," Captain HOOG, will be despatched as above on THURSDAY, the 25th Inst., at 3 p.m.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
HONGKONG, October 22, 1888.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & FOCHOW.
The Co.'s Steamship "Nanon," Captain WESTON, will be despatched for the above Ports on FRIDAY, the 26th Inst., at Daylight.
For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.
HONGKONG, October 22, 1888.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR AMOY AND TAIWANFOO.
The Co.'s Steamship "Albatross," Captain CARTER, expected here on Wednesday, the 24th Inst., will be despatched for the above Ports on FRIDAY, the 26th Inst., at 4 p.m.
For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.
HONGKONG, October 22, 1888.

UNION LINE.
FOR YOKOHAMA AND HIOGO.
The Steamship "Fairmail," Captain CARTER, due on or about the 26th Inst., will have immediate despatch for the above Ports.
For Freight or Passage, apply to RUSSELL & Co.
HONGKONG, October 19, 1888.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, BERSAL GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS.)
The Co.'s Steamship "Berenice," Captain P. CHILLOVICH, will be despatched as above on SATURDAY, the 27th Inst., at Noon.
For further Particulars, apply to MELOERS & Co., Agents.
HONGKONG, October 20, 1888.

FOR LONDON VIA SUEZ CANAL.
The Steamship "Glenelg," Captain QUARTLY, will be despatched as above on or about the 27th Inst.
This Steamer has superior Cabin Accommodation, and carries a Doctor, and Stewards.
For Freight or Passage, apply to JARDINE, MATHESON & Co.
HONGKONG, October 13, 1888.

FOR HAVRE AND HAMBURG, VIA SUEZ CANAL.
The Steamship "Iphigenia," Captain F. ARNOLD, will be despatched for the above Ports on or about the 27th Inst.
For Freight or Passage, apply to SIEMSEN & Co., Agents.
HONGKONG, October 22, 1888.

FOR NEW YORK VIA SUEZ CANAL.
The Steamship "Strathmore," Captain WHITE, Commander, expected here on or about the 27th Inst., will have immediate despatch for the above Port.
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
HONGKONG, October 9, 1888.

Shipping.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)
The Steamship "Hampson," Captain WILLIAMS, will be despatched on or about the 28th Inst.
This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
HONGKONG, September 26, 1888.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.
FRAISSINET & Co.
INDIA AND CHINA LINE.
FOR SHANGHAI.
The Steamship "Liban," Captain COMBES, Commander, will have quick despatch for the above Port.
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
HONGKONG, October 10, 1888.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, FIJI, TASMANIA and NEW CALEDONIA.)
The Eastern and Australasian Steamship Co.'s Steamship "Athena," Captain WILLIAMS, will be despatched as above on or about WEDNESDAY, the 31st Inst., at 4 p.m.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
HONGKONG, October 16, 1888.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.
FOR BATAVIA, SAMARANG AND SOERABAYA, VIA SAIGON AND PONTIANAK.
The Co.'s Steamship "Camilla," Captain ORRILL, will be despatched as above on or about the 27th Inst.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
HONGKONG, October 22, 1888.

FOR SYDNEY & MELBOURNE, VIA SINGAPORE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, FIJI, TASMANIA and NEW CALEDONIA.)
The Steamship "Liban," Captain COMBES, Commander, will sail on or about the 7th November, for MARSEILLES, SAIGON, SINGAPORE, COLOMBO, ADEN and SUEZ; and will leave to call at PENANG and TIENTSIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.
The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked. The Company has a Forwarding Agent at Paris, 9, Rue de Valenciennes, giving special facilities to Shippers.
Each Steamer carries a Surgeon and Stewards.
The line is noted for its cuisine, and beer and wine are included in the passage money.
RETURN TICKETS are now granted by the Steamers of this Line, available for 6 or 12 months' period, to be reckoned from the date of arrival at MARSEILLES of the Steamer for which the Ticket is issued, to the date of re-embarkation there of the Holder of the Ticket.
Special Rates are arranged for families.
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
HONGKONG, October 3, 1888.

Sailing Vessels.
FOR SAN FRANCISCO.
The S/S L.L. British Ship "Charles Dal," Watson, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
HONGKONG, October 2, 1883.

FOR NEW YORK.
The A.I. British Ship "Lohar," Deser, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
HONGKONG, October 2, 1883.

It is stated that a new electrical contrivance has been perfected by Mr. A. St. George, the inventor of the telephone which bears his name. This invention is really a supplement to the telephone, and will enable every description of conversation to be carried on through the instrument to be, not only heard, but reproduced at any future time. Briefly stated, Mr. St. George's invention may be thus described. A circular plate of glass is coated with colloidal and made sensitive as a photograph plate. This is placed in a dark box in which is a slit to admit a ray of light. In front of the glass is a telephone diaphragm which, by its vibrations, opens and closes a small shutter through which a beam of light is constantly passing and imprinting a dark line on the glass. Vibrations of the shutter cause the dark line to vary in thickness according to the tones of the voice. The glass is developed by chemical means, and the conversation as it leaves the telephone is recorded on the sensitive plate, the imprinted words spoken being fixed as is done in photography. The plate can be brought forward afterwards, and when replaced in the machine and connected with distant telephone with which in motion, give back the original conversation.

In Mr. Sydney Grundy's new comedy, "The Glass of Fashion," with which the Globe Theatre was, says the *Overland Mail*, re-opened on Sept. 8, that form of newspaper literature which has come to be known as "social journalism" is the theme of satire. "The Glass" is a so-called "social paper," written, as the dramatist indicates, with special emphasis, not by professional journalists, but rather by certain shallow and flippant amateurs who have no other skill in composition than to enable them to scribble paragraphs, dash innuendoes, scandalous insinuations, censorious gossip, and

That abominable little title—Which is the end that is chewed by human cattle. Such are the ingredients of the pestiferous print. It is not their property, but that of a rich and illiterate brewer, who, as he at first delights to boast, has bought it "dirt cheap" for 2,000. It proves a sorry bargain, and almost as great a plague to him as his victim's wife. He had hoped to have society at his elbow, but he has only a society of his own kind, a society of his own kind, a society of his own kind. He is in a nest of hornets. Actions for libel crop up on all sides; every post brings tidings of writs, summonses, and criminal informations; and it "takes him all his time" to make apologies to the people who have been so grossly and violently "reflected" that have been cast upon them from his distorting mirror. His dearest friends are lampooned without his knowledge in his own journal, even his wife does not escape the scandalous imputations of his contributors.

The following letter has been addressed to the *Indian Daily News*—Sir,—"Would you kindly insert in your paper the following remarks in reference to the recent report of pumice stones being seen in the South Indian Ocean."

On our passage from Liverpool to this port (Calcutta) 10 a.m. on Wednesday, the 29th August, 1933, in latitude 12° 40' S. and longitude 86° 48' E., we first saw pumice floating in the water. It was at first small, from the size of a pin's head to that of a pea, and occasionally of a small potato, and was covered with barnacles. Wind at the time south, force 2, weather dark and cloudy. There was rain the distance of 455 miles, until the last of the pumice stone was seen at 2 p.m. 2nd September, 1933, in latitude 4° 50' S., and longitude 85° 50' E., but the 1st September most was seen on about 6° S. latitude. One piece of 10 oz. weight, covered with barnacles, I have deposited in the museum here. I saw pieces floating from the size of fine shot to blocks of 4 feet square, also some portions of trees, apparently rising by lightning. At the time we were 1,100 miles from the Island of Java, from whence I judged the pumice stones floated. My ship was also struck by lightning on 1st September, 1933, when about 4 feet of the fore-mast was smashed into splinters.

I also saw the sun and moon of a bright vivid green at rising and setting. On Sunday, the 9th, on Monday, the 10th, and Tuesday, the 11th September, 1933, from 8° to 15° N. latitude, and longitude 87° 20' to 88° 40' E. they appeared, when green, to stand out from a smoky sky like a picture shown from a magic lantern.—Yours, etc., HENRY MAVS, Commander, B. S. Clemente, September 29th, 1933.

NOTES BY THE WAY.

So the "Black Flags" and their allies have not thrown up the sponge after all. It was hardly likely they would do so, flushed as they are with success. The news you published last night from Haiphong is a little surprising, and it removes the impression which had got abroad that the resistance to the French in Tonkin had collapsed. Admiralty Court may be anxious to try his hand as commander-in-chief of the land forces, with the troops now at his disposal, in which case we may hear of more severe fighting in Tonkin shortly.

By the way, I suppose you have not an opening for a "special correspondent" on your journal—an engagement which would perhaps afford one a sort of training for this business of chronicling "the pride, pomp, and circumstance of glorious war." I have been carefully studying the work of the two special correspondents who have been luxuriating here for some months, and I have come to the conclusion that their occupation is just the one that would suit my tastes.

I believe I could endure Club life as well as they. I would not seriously object to an occasional trip to Canton or Tonkin, and if fate so harshly decreed that I had to face the leader of the "Black Flags" then, when my heart wavered, I would get under the shelter of the nearest rock and pen an account of the engagement that would make the fortune of any paper. I presume this is about all that would be required of me.

I notice in the last mail papers to hand, that the question of drying up the Zuyder Zee is being actively discussed in Holland. This has been the position of the question, according to periodical reports, from the earliest date of my memory. The Zuyder

Zee has been argued dry enough, and it now only requires to be pumped dry.

It cannot be helped I suppose, but I wish, when chairs and rickshas are re-litigated, they could keep their old numbers. As it is, one hardly knows one's old acquaintances. The best ricksha coolie in Hongkong plies for hire around the Club; he used to be No. 93, but he has been promoted to No. 227. I hope that you won't mind giving him this gratis advertisement.

Chinese Gordon wrote thus, ten years ago, about Chinese troops: "However good their arms may be, they will never take care of them. Even with all my care I never could get them to clean them. Fill the barrel and shake it up and down was the mode." I doubt very much if the Chinese troops have materially improved in this respect since the time when Gordon used to lead them with that little cane, which the Chinese looked upon as a magic wand of victory.

The members of the Club have not yet, I believe, come to any decision in regard to the proposed purchase of the Club buildings and furniture. At the meeting held some days ago, there was no discussion, and an adjournment of the matter for three weeks was decided upon.

Sir George Bowen is expected to return from his trip to the North to-morrow. In spite of his considerable age His Excellency has evidently lost none of his love for sight-seeing, otherwise he would hardly have prolonged his journey as far as the Great Wall. Sir George, as is well known, has literary tastes, and he may surprise us some day with a description of what he has seen, and the impressions he has gathered, during his month's tour. Instead of "Ithaca, in 1853," his next work may be "Peking in 1883." His Excellency left here just a month ago to-day.

If experience in colonial governing, and experience in the best fields too, can make a good governor, Hongkong should be greatly blessed in having Sir George Bowen as the occupant of Government House. His Excellency has now had over twenty-three years' experience as Governor, and another six years' experience as Governor's Chief Secretary. His experience has also been gained in some of Her Majesty's most important colonies—Victoria, New Zealand, Queensland and Mauritius. It would be pasting strange if His Excellency, after this, could not give us satisfaction in Hongkong. So far, at all events, His Excellency's rule here has shown fairness to all classes, while he has certainly not stood in the way of works being promoted and taken in hand for the improvement, or benefit, of the Colony. There was a little howl of displeasure over the temporary appointment of Captain Dempster, but somehow those who know Captain Dempster best do not seem to be much impressed with the objections to his appointment.

Since the Cricket Ground has been opened for play, quite lively scenes have been presented in that part of the Colony in the evening. When no cricket match is in progress, the lovers of the "willow" are busy practising batting and bowling in several parts of the ground, while, in other parts, the devotees of lawn tennis are pursuing their games with an interest and energy which must be almost as pleasing to the spectators as the pastime is healthful to the players. This, with the pretty cricket pavilion, and probably the soldiers exercising on the adjoining parade ground, affords a picturesque spectacle of which the Colony may well feel proud.

I hardly understand the following sentence in Reuter's telegram of yesterday: "Negotiations are at a standstill with Madagascar and there is no likelihood of a peaceful settlement." This does not refer, I presume, to the English negotiations with France, to the Madagascar difficulty, but to negotiations, of which we have previously heard nothing, between the native authorities in Madagascar and the French. It might be taken as referring to English-French negotiations, seeing that in the previous paragraph of the telegram we are told that "the French press condemns the proposed payment of an indemnity, and desires Mr. Shaw's claims," but I don't think this assumption would be correct.

The accident on board the *Victor Emanuel* the other day, while a salute was being fired, called attention to the fact that the duties of artillerymen on board that vessel are performed by Chinese. This seems to me to be a rather strange arrangement, and I cannot understand its *raison d'être*.

CUTLIE.

GENERAL MESNY.

In August last we published a long communication from General Mesny, who is well known to our readers as an officer in the Chinese service, stating he was then travelling from Yunnan to Hongkong, via the inland water-ways, and had been stopped at a place called Kwei Hsien, in the Prefecture of Chien Chow-Fu, Kwang-Si Province, through the interference of some local mandarins. We learn that the General arrived in Canton on Thursday last, with a small retinue, in two native boats. Unfortunately the General's position in the Chinese service precludes him from divulging any information as to the position

of affairs on the borders of Tonkin, along which part of his journey has been made. On that matter, the representative of the *China Mail*, who interviewed the General in Canton yesterday, could not obtain any information. The General was not, however, as reticent as to his own personal affairs, and the details of the journey he has just accomplished. General Mesny's experience in China extends over a period of 26 years. During that period he has travelled over almost the whole of the eighteen provinces; and at the present moment there is probably no foreigner living who knows more of the internal affairs of China, than General Mesny does. For the past fifteen years, he has lived in a part of China where it was impossible for him to have personal, and sometimes even written, communication with foreigners; and during that time he has made many expeditions in the interior, and obtained such an immense store of information that would, were it published to the world, throw a vast amount of light on the policy, both internal and external, of China. Such information cannot be made public at the present hour. Unlike "Chinese Gordon," General Mesny, whose claims to be known are almost as good as Colonel Gordon's, is comparatively unknown; and this is due to the fact mainly, that he is of a very unassuming disposition. It is the intention of the General to give to the world at some future date the benefit of his experiences in the form of book or books. Some of his later experiences have not been altogether pleasant. A few years back, he was reduced almost to absolute beggary by a band of robbers depriving him of all his savings and a valuable collection of curiosities, gathered in his many wanderings, amounting in aggregate value to over £20,000. The only compensation he received from the authorities for this enormous loss was the paltry sum of £10,400. Until fourteen months ago, the General wore European clothes everywhere, but since then, he has robed himself for various reasons, in the garb of a Celestial, shaved the fore part of his head, and cultivated a queue. Despite these changes in his appearance, however, the disguise is not complete; and none but the most superficial observer would fail to detect the General's nationality. For some years back, he has been assiduously engaged drilling troops on the foreign system in various parts of the country; and quite recently, he was drafted to Yunnan-fu, the capital of the Province of Yunnan, with the intention of investigating affairs in Tonkin. This course, however, was objected to by the Governor General of Yunnan, and his stay there was therefore very brief. He had only been stationed in the place forty days when he received marching orders. From Yunnan-fu, he proceeded to Kwanhsien Fu, which, so far as the General could gather from the statements made to him by the natives at this place, is a little further West of the spot where Messrs. Colquhoun and Wahab left the West River. Thence he went on to Pih Shih Ting, the head of navigation for large junks in Kwang-si. This was an entirely different route from that usually followed by travellers; and from the observations, he made on this journey, he is of opinion that steamers of light draft could make their way to Pih Shih Ting, between which place and Yunnan-fu a railroad could easily be constructed. By this means, he thinks, safe and rapid communication could be established between this port and the capital of Yunnan, which might soon be made a most important market for the disposal of foreign goods.

At Pih-shih Ting, he engaged two junks to convey him by the West River to Canton; and proceeded without interruption as far as Kwei Hsien, a town on the north bank of the river, where he suffered a long, expensive and trying detention. On his arrival at this place, his junks were boarded by the crews of some gunboats, who, under the pretext of searching for salt, subjected him and his servants to every possible annoyance they could think of. No salt was found on board either boat, but nothing would satisfy the rabble but the arrest of two of his crew, who were seized and afterwards brutally handled by the mob. On his representing the gross outrage to the magistrate, a man who held that position contrary to Chinese custom, he being a native of the place where he presided, the General was informed the men would have to be detained. Representations were made to the magistrate's superior, but without any further effect than stupid offers of money compensation being made. General Mesny would have nothing less than the release of his men. This was refused; and though several representations were sent by General Mesny to Consul Hewlett, who received them, the latter took no steps in the matter and ultimately the General had to leave the place without securing the release of his servants.

While waiting at Kwei Hsien, the General was informed on the 18th September of what had occurred at Canton, and was subsequently asked several times why he did not leave before he was dragged ashore, and skinned alive. These threats were instigated so often that General Mesny's servants were latterly afraid to go ashore at all, and he himself was compelled to leave the place. On his arrival at Canton, he found there was just as little chance of obtaining redress as there was at Kwei Hsien. Finding the hands of the British Consul fully occupied with the Canton trouble, he decided

not to press the matter there; and on his soliciting an interview with the Viceroy, in whose jurisdiction the outrage took place, he treated the General with great coldness and absolutely refused to see him at all. The Viceroy had come to the conclusion that the General was to make a complaint to him; but General Mesny assured his interviewer that his intention in seeking an audience of the Viceroy was to offer his services in settling the troubles at Canton.

The General's services could not have been availed of long under any circumstances, however, as he is under sealed orders to proceed to Foochow.

The General was to leave Canton for Hongkong to-night.

LOSS OF THE "G. C. TRUFANT." COURT OF ENQUIRY.

A Marine Court of Inquiry was opened at the Harbour Master's office this morning to enquire into the circumstances respecting the abandonment of the British ship *G. C. Trufant*, official number 70,096, Gamaliel Thomas, master. The Court was composed as follows:—Captain Henry George Thompson, R.N., (President); Lieutenant George W. Ballist, R.N., Navigating Officer; H. L. S. Prior, Esq., Captain; William George Pearce, Esq., Master of the British steamship *Arcturion*; Captain William Joseph Watson, master of the *Charles Dal*; and Captain Frederick William Dester, master of the British ship *Leithair*.

On the assembling of the Court, Captain Thompson read an application by Captain Thomas to the effect that he desired the Court to enquire into the circumstances of the loss of the ship *G. C. Trufant* struck on the rocky shore of the Fiery Cross Reef at 0.30 on the morning of the 7th Sept. She remained on the reef half an hour, and came off looking so badly that the Captain made for the shore, and had to abandon her with 20 feet of water in the hold at Port Barton on the 26th September.

Having read the letter, Capt. Thompson, addressing Capt. Thomas, said:—I want to call your attention to the first place to the fact that the Court is to enquire into the circumstances of the loss of the ship *G. C. Trufant* struck on the rocky shore of the Fiery Cross Reef at 0.30 on the morning of the 7th Sept. She remained on the reef half an hour, and came off looking so badly that the Captain made for the shore, and had to abandon her with 20 feet of water in the hold at Port Barton on the 26th September.

Witness:—I cleared at this office on the 26th August. Captain Thompson:—I see an entry on the articles here that H. C. Madison is signed as mate. Who was the mate? Witness:—I put him on the articles myself. Captain Thompson:—Why was he not shipped at the shipping office as such? You had him shipped here in Hongkong, and he is on the articles as boatswain. The fact is, however, that H. C. Madison is not a mate, and he would not have been shipped here because he had no certificate. Is not that the fact? Witness:—Yes, sir.

Captain Thompson:—I suppose you are aware, you were contravening the law by doing that. Witness made no answer to this remark; and in answer to further questions, said:—I was in the office on the 27th, after I placed H. C. Madison on the articles of the ship, as 2nd mate. I know he had no certificate.

Captain Thompson:—Well, but you should have obtained your ship until you got a certificate. Witness:—When I put this man on the articles, I knew my chief mate had not joined. I left at six o'clock in the morning of the 27th, and when I did so I knew I had no officer with a certificate of competency on board but my own. The *G. C. Trufant* was 1,520 tons. She was fully loaded. I was bound for New York. The crew consisted of myself, sixteen men, two boys, second mate, boatswain, and second boatswain, carpenter, a cook and a steward. I had one passenger on board; I have got the chart by which I navigated the ship (chart) shown. On the 5th September, my latitude was 11° 30' N., long. 112° 50' E. I had fine weather at that time, with light variable winds. On the 6th, noon, the lat. was 10° 45' N., and the long. 112° 30' E. During the 6th, I had variable S.W. winds; sometimes blowing strong, sometimes calm. I noticed a current to the N.E. on the 2nd; on the 3rd no Northery current, 4th no Northery current. The boatswain, H. C. Madison, was in charge of the 1st watch on the 8th. At 8 p.m. I tacked to the N.W., wind being W.S.S.; and the ship was under top-sail and sails, and was going from 5 to 6 knots an hour. Madison relieved Flint. From noon of the 8th to 8 p.m. the ship tacked to S. by E. about 45 miles. I was in my bed, and at about 0.30 a.m. of the 9th, I was awakened by feeling the ship strike as if she was going up a shoaling rock. I went on deck, and saw the water looked like a tide race. When she struck she was under top-sail and sails. There was a moderate S.E. breeze blowing then. She ran right up; she was about half a league on ground. I called the men up immediately, fired the side and backed the yards. After she had been aground about five and twenty or thirty minutes, she slid off the reef. I had no idea what the reef was, as my reckoning placed the ship 50 miles to the Northward of the Fiery Cross Reef. As soon as she slid off the reef, I knew there was about two feet of water in the hold. I stood to the Southward when the came off the ground, and kept on that course until five o'clock in the morning, at which hour I turned Northward. The crew remained by the pumps all the time. I made the reef at seven o'clock, in order to verify my position. At 7 a.m. I saw breakers on the reef on which we had struck. The reef spread with the description given of the Fiery Cross Reef. I stood by until 10 a.m. when finding 10 feet of water in the hold, I determined to run for the nearest land, in order to reach which I steered E. S. E. I had no observation on the 7th. On the

8th, I don't recollect getting any observation. On Sunday, 9th Sept., I made the land of the Palawan Island in latitude 10° 20' N., then distant 10 miles. I then ran for Port Barton as the ship had about 19 feet of water in the hold. I arrived at Port Barton on the 10th September, at about 6 p.m. I placed the ship in the bank and ran by an island in the middle of the Bay, but she drifted off the bank and grounded again on the west side of the Bay. At 2 a.m. on the 11th, the wind came on the western shore, and the sails being still set, the ship floated off and I secured for the head of Port Barton. I ran her near the strait there, and grounded her on a soft bottom. I then closed up the sails, let go an anchor, and started to make sails for the boats. I sent several members of the crew round the Bay to see if there were any human beings about, but they saw none. On the 12th September, I asked the crew if they would remain by the ship. This some of them agreed to do, and having selected eight men, I left Port Barton at one o'clock the same day, and arrived at Manila on the 17th September. The passenger, who was at one time owner of the ship, accompanied me. I reported to the British Consul, and telegraphed the loss of the ship to London. I paid off three men in Manila. I left Manila on the 22nd September with five seamen and the passenger, and arrived in Hongkong on the 2nd October. I have no fault to find with any one on board the ship. I am not a good sailor, but I am a good Indian Archipelago. The ship was drawing 17 feet of water when she left Hongkong. The depth of the hold was twenty-four feet, nine inches. There was 2 feet of water in the hold when the ship grounded. The mate, Mr. Flint, kept the ship's log-book, and I kept the mate's one. I compared my observations with those made by the mate. We took sights together. I cannot account for the mate's log-book showing the ship's position on the 8th Sept. to be 11° 15' N., and 112° 54' E., while mine was 10° 45' N., and 112° 30' E. I don't know if I compared my position with the mate's on that day or not. The second mate did not assist in the navigation of the ship. I think he does not know anything about the navigation of a ship. Mr. Flint had worked on board my ship before he signed articles. I know him before, and I was aware he could not work navigation. I had one chronometer on board, and before I left it. I have had it a long time, and know it to be a good one.

Edward Bed Flint, sworn, said:—I shipped as boatswain on the *G. C. Trufant* on the 23rd of August. I have an American certificate (produced) of competency. I have no English one. I had been working on board the boat before I signed articles for a week. I acted as mate, and carried on the work of the ship. I signed the articles at the shipping office on the 21st, and the chief mate, named Warshaw, went at the same time, but he did not turn up and the vessel left without him. I received advance, and when I went on board the captain made me mate. The chief mate agreed to be on board on Saturday morning. When we got to sea the captain made me a mate. The first time I saw Mr. Madison was on the 10th of August, a week before I signed articles. I did not understand that he had joined as second mate.

The president of the Court here questioned the captain as to some discrepancies which appeared in the entries in his log, and pertinently remarked that it was no use having official log unless they were kept right. Witness continued:—I understood that Mr. Madison was doing duty as a seaman. I think he was made mate on the 27th, after we had gone out of harbour. We left on August 27th. The Captain and I took sights independently. I don't remember ever having seen him taking sights, with a watch in his hand. We compared our observations daily. When we could not get observations, we worked by dead reckoning and compared results, which agreed within a mile or two. At noon on the 8th, I made the ship's position three miles out from the captain's longitude. I made it lat. 11° 15' N., long. 112° 34' E. Captain Thompson:—here pointed out that there was a difference of 30 or 40 miles between the reckonings of the witness and the captain. Witness:—The ship struck on the bank about half past twelve. I had been relieved and was in bed. Her striking, which was heavy, woke me. I thought at first it was a collision. I jumped out, and went on deck, when someone called out, "she's ashore," and I found this was the case. I heard orders given by the captain to take in the sails. The lead was heaved and we found two and a half fathoms under the keel. The yards were thrown back; the ship must have been on the reef for half an hour before she began to work off. After she got off, we rigged both pumps and stood off to Southward. Then we were her round, and stood to Northward, as we wanted to make out the position of the reef. Having done so, we found the water gaining on the crew. We first saw the ground on the 9th at 6 a.m. It was about thirty-five miles off at the time. The crew getting excited, the captain made up his mind to go to Port Barton on the 8th. A steamer passed us some four miles off. We hoisted the Union Jack with the ensign reversed, to show we were in distress, but she took no notice of us, and showed no flag. She was on the windward beam. We were not molested in any way by natives; in fact, we could see a human being. We could hear the vessel's fastenings break, with a report like that of a musket. Some of the crew had been sick, and as we could give them no relief we abandoned her on the 26th, in two native boats, and a private boat belonging to the Captain, and arrived in Manila on the 9th of October. We were in a typhoon in the open bay. I reported the matter to the Consul at Manila. I said one boat to get provisions; it was the Captain's private boat. I got £20 for it; the purchaser spoke Spanish. I handed over the two trips of boats to Messrs. Fleeto Hobbell & Co.

Captain Thompson interrogated the witness strictly as to the disposal of the two boats, as he had heard from the Consul that "a man" had sold similar boats for \$80, and that the Consul asked him to enquire about it. Witness:—The boats were entrusted to Captain Josefine of the *Mary L. Stone*. I sold no boat in Manila. In reply to questions by Lieut. Ballist, witness said that a patent log was kept, but the speed was as often as not estimated, by dead reckoning. He would say the ship had drifted about ten knots an hour when he signed articles.

In answer to Captain Pearce, witness said:—When I left the ship, the water was only sixteen inches from the upper deck. Henry Charles Madison, sworn:—I first went on board the ship ten days before she went to sea. This witness fenced the question as to what capacity he was shipped in, and told him that if he would not tell the truth, the Court would find means to make him do so. Continued:—I signed the articles after being told left the ship on the way out. I signed then as second mate. I don't remember which side of Green Island it was.

Witness continued:—I understood that Mr. Madison was doing duty as a seaman. I think he was made mate on the 27th, after we had gone out of harbour. We left on August 27th. The Captain and I took sights independently. I don't remember ever having seen him taking sights, with a watch in his hand. We compared our observations daily. When we could not get observations, we worked by dead reckoning and compared results, which agreed within a mile or two. At noon on the 8th, I made the ship's position three miles out from the captain's longitude. I made it lat. 11° 15' N., long. 112° 34' E.

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I was put on the articles as second mate. I have no certificate of competency. Hans Komp, sworn:—I was the carpenter of the *G. C. Trufant*. I sounded the bell, when she sprung the leak. There was 24 feet in her then. A quarter of an hour after there was four feet, and it gradually increased. When we went into Port Barton, the ship was drawing 17 feet. After the Captain left, I remained by the ship until we all left in the two boats for Manila. I don't know what became of those two boats after we got to Manila.

To Lieut. Ballist:—I did not see the three men after the clearing of the first time. I was looking after the pumps. Captain Thompson, recalled:—I recognised the reef by its general appearance, as corresponding with the descriptions given of it. It ran S.W. and to the extreme N.E. Breakers were distinctly visible.

Captain Thompson, after examining the chart, remarked that a few yards would have cleared him.

Captain Thomas:—I think about \$5,000 was spent on the ship in Hongkong. I am not a part owner of her.

The Court was then closed, and upon re-opening, the president read the following:

FINDING. We find that the British ship *G. C. Trufant*, official No. 70,096, of which Gamaliel Thomas, No. of whose certificate of competency is 30,180 was Master, struck on the Fiery Cross Reef in the China Sea, on the 8th of September 1883, at 12.30 a.m. that she was backed off, making water, which, rapidly increasing, determined the master to run for the shore, and ground the ship. Port Barton in the N.W. part of the Palawan Island was chosen, and the vessel was grounded there on the 11th of September, having about 40 feet of water in the hold.

We are of opinion that the grounding of this ship on the Fiery Cross Reef, is to be attributed to the vessel's meeting with her unexpected and unnatural South-Easterly current.

We attach no blame to the master for the loss of the vessel, and we are of opinion that he did all a prudent man could do for the ship and safety of the crew.

From the evidence, it appears that the master left this port in the British ship *G. C. Trufant* without having at least one officer, besides himself, possessing a valid certificate, authorizing the discharge of only mate therein, or to a higher grade of officer.

As the loss of the ship cannot be attributed to this breach of the law of the Colony, it is not for this Court to deal with it. Given under our hands at Hongkong, the 23rd day of October, 1883.

H. G. THOMSON, R.N., Shipyard Magistrate. GEORGE W. BALLIST, Lieutenant, R.N. W. G. PEARCE, R.N.R., Master O. & S. S. *Arcturion*. W. J. WATSON, Master British Ship *Charles Dal*. F. W. DESTER, Master British Ship *Leithair*.

Police Intelligence. (Before H. E. Woodhouse, Esq.) Tuesday, Oct. 23.

ATTEMPT AT HOUSE-BREAKING. Chun Ayan was convicted of attempting to break into house No. 250, Quays Road, Central on the 23rd inst. at 4.30 a.m., and with intent to steal, in possession of house-breaking implements. Defendant was sentenced to be imprisoned for six months with hard labour.

HOUSE-BREAKING. Wong Ayan was convicted of stealing from Lau Achan, a purse containing \$5, while the latter was standing at his stall in the Hollywood Road at 7.30 this morning, and was sent to goal for six months with hard labour.

THE TAZ-PA LOTTERY. Fong Ahong, described as a shopkeeper, Ho An, his wife, and two children, who appeared to be the servants of the former, were charged with keeping an agency for the sale of Taz Pa lottery tickets. Inspector Quincey entered the house No. 43 Hollywood Road by virtue of a warrant, on the 22nd inst., and there found four defendants and an enormous quantity of Taz Pa lottery tickets, seals, and account books, and about \$80 in notes and broken silver. First defendant was the master of the agency and the second was his wife. An office cooie in the Police Department testified to having bought a lottery ticket from 1st defendant on the 18th inst. and on previous occasions.

Mr. W. Wilson, from the office of Messrs. Bretherton, Watson and Deane, appeared for the defence and requested an adjournment of the case until Thursday, the 25th inst., and the application was granted, the 1st and 2nd defendants being allowed bail in two sureties of \$500 each for each defendant, the 3rd and 4th being committed to the custody of the police.

ON BOARD SHIP. Captain John Woon, master of the S. S. *Haiwan*, appeared on a summons charging him with having while on the high seas and in the waters of this Colony, on board the British Steamship *Haiwan*, unlawfully, wilfully and cruelly ill-used certain animals, to wit pigs, on or about the 20th of October. James Emsman, P. C. 99, gave evidence to the effect that at 4 p.m. on the 20th inst., he boarded the S. S. *Haiwan*, then lying off the Sailor's Home wharf, having just arrived from Hallow. Witness saw two pigs on deck which appeared to have been cruelly treated. Their intestines were protruding from behind and they were bleeding very much. The pigs were being bled at the time witness saw them.

Witness took possession of the pigs and brought them on board the Police Hulk; they have since been killed. Defendant stated that the pigs were suffering from piles. The case was remanded till the 25th inst.

USING THREATENING LANGUAGE. L. M. Baptista, a clerk, appeared on a charge of using threatening language to Messrs. F. L. L. Soares and A. F. J. Soares, likely to cause a breach of the peace. The threatening language was supplemented by the following letter which was sent to both complainants by defendant. "I hope to meet you on board the steamer *White Cloud* to-morrow to proceed to Macao to get what you fail to come to this ship on your face as the greatest coward." (Signed) L. M. Baptista.

Mr. H. L. Denys appeared for the complainants. The evidence given by Mr. A. F. J. Soares was to the effect that defendant was annoyed about a private family matter, with which his complainants' brother was also connected. Defendant met complainant in the street and used very violent and threatening language to him, menacing him with a "Penny Law" and sent him a letter challenging him to go to Macao and settle the matter with revolvers. Defendant admitted having written the letter, but promised that he would not do anything in Hongkong to cause a breach of the peace.

Defendant was bound over in the sum of \$500 to be of good behaviour for one year.

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Canton.

(From a Correspond

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.
TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Tenth Volume. The Review discusses the topics which are uppermost in the minds of students of the "Far East," and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Antiquities, Mythology, Natural History, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive Notes of Travel by well-known writers. It is thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

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"The China Review for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Mr. McClelland's article on 'The Chinese of Formosa,' by Mr. Phillips, contains some interesting information, although the article is second-hand. The Notices of New Books include a most generous and appreciative review of 'The Divine Classic of Nan-Hua,' and the Notes and Queries are as usual very interesting."—*Northern China Herald*.

"A substantial and reliable Review which all students of China and the Chinese would do well to patronise."—*Chrysanthemum*.

"The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. H. H. Giles on 'The New Testament in Chinese' treats of a question that must necessarily be of great importance in the eyes of all missionaries."—*Mr. E. H. Parker's* "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. Balfour's article of Dress, 'Fancy Work, and similar propensities are continually being refused, the readers having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and the Editor has led to the Chinese poet-woman of the eleventh century, Su Tung-po, by Mr. E. C. Brown, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctiliousness and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

Hongkong Rates of Postage.

(Revised January 1st, 1892.)

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the matter may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 6 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed those dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chile, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per 4 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Cape, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Rates, by any route:—

Letters, 10 cents per 4 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Cape, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

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2. The following cannot be transmitted: Parcels indifferently packed or protected, or liable to be crushed (as handboxes, &c.) Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Iodine, Meat, Fish, Game, Fruit, Vegetables, or anything else dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed:

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold, or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers to British Offices, 5 lbs.; to the Continent, &c., 4 lbs. Patterns to British Offices, 8 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handily bound books, &c., which reach their destination, although in a broken or deteriorated condition.

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